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General

Russia is located in Northern Asia, bordering the Arctic Ocean, between Europe and the North Pacific Ocean.

The Pacific, or E coast of Russia is formed over about 7,100 miles of rugged coastline from Chukotskiy Poluostrov, at the Bering Strait, to the N border of Korea. The N most provinces, which are washed by the Bering Sea, are desolate and sparsely populated except near the S end of Kamchatka, a large peninsula situated off the W end of the Aleutian chain.

The climate is varied from subtropical with abundant rainfall, to extremely cold winters with short cool summers.

In general, Russia has a continental type of climate, which is characterized by cold winters and warm summers.

The terrain is characterized by a broad plain with low hills W of the Urals.

There is vast forest and tundra in Siberia with uplands and mountains along the S border regions.

Sea of Okhotsk

Formed within Kamchatka, the Kurils, Sakhalin, and the Russian mainland, the Sea of Okhotsk is about 1,350 miles in length but of no great importance because of its rugged and sparsely settled condition.

Fishing is the major occupation but navigation is difficult during the season because of heavy fog and the lack of navigational aids.

Tidal ranges are great in the N and W extremities of the sea and phosphorescence in the water is a phenomenon of the region.

Sea of Japan

Formed within the Japanese Islands, Russia, and Korea, the Sea of Japan borders that part of the E coast of Russia known as the Maritime Provinces. The heaviest shipping and trade of the country's Pacific coast is carried on here with nearly every port available to foreign vessels situated in this area.

Although there is considerable fog in the spring and early summer, a good part of the season is both fog and ice free with many ports open throughout the year.

Vessels normally approach from Korea Strait or Tsugaru Kaikyo. During summer or mild winters, La Perouse Strait is occasionally used.

Sakhalin

The island of Sakhalin, situated N of Hokkaido and separated from the mainland of Russia by Tatar Strait, is about 520 miles long in a N to S direction and up to 100 miles wide.

There are several ports on its W side open to foreign vessels during the season but with the exception of its SW coast it is generally icebound in winter. The narrow part of Tatar Strait is considerably shoaler than the S part and effectively blocks most vessel traffic, the bulk of which must approach the Amur valley from the N.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Temporary markings indicating areas prohibited for navigation, anchoring, and fishing, and naval exercise areas, will be broadcast by marine radio and published in the weekly notice.

Currency

The official unit of currency is the ruble, consisting of 100 kopecks.

Firing Areas

Bombing Areas

East of Bukhta Innokentiya Area No. 53

- a. 48°39.0'N, 140°28.0'E.
- b. 48°39.0'N, 140°50.0'E.
- c. 48°34.0'N, 140°50.0'E.
- d. 48°34.0'N, 140°28.0'E.

South of Zaliv Petra Velikogo Area No. 54

- a. 42°10'N, 131°10'E.
- b. 42°26'N, 132°50'E.
- c. 41°50'N, 132°50'E.
- d. 41°50'N, 131°10'E.

Sea of Okhotsk

Within 1 mile radius of 57°59'N, 150°22'E.

Firing Practice Areas

North Part of Proliv Tatarskiy Area No. 4D

- a. 51°25.7'N, 142°03.9'E.
- b. 50°35.5'N, 141°47.0'E.
- c. 50°40.0'N, 140°44.0'E.
- d. 51°40.0'N, 141°22.5'E.

Kamchatka

Firing Practice Area No. 2B

Shoreline and the following positions:

- a. 51°13'N, 157°14'E.
- b. 50°45'N, 158°10'E.
- c. 54°27'N, 163°00'E.
- d. 54°50'N, 162°06'E.

Kamchatka

Firing Practice Area No. 3C

- a. 50°07.0'N, 163°02.0'E.
- b. 47°35.0'N, 167°35.0'E.
- c. 49°00.0'N, 169°15.0'E.
- d. 50°55.0'N, 164°00.0'E.

Explosive Dumping Areas

Avachinskiy Zaliv

Area No. 131

- a. 52°34.50'N, 158°54.50'E.
- b. 52°34.50'N, 159°02.80'E.
- c. 52°29.50'N, 159°02.80'E.
- d. 52°29.50'N, 158°54.50'E.

West of Bukhta Kazakevicha

Area No. 133

The area is delimited by a circle with a radius of 1 mile centered at 50°15.1'N, 141°21.0'E.

Southeast of the Entrance to Zaliv Sovetskaya Gavan

Area No. 134

- a. 48°35.1'N, 141°15.0'E.
- b. 48°35.1'N, 141°28.0'E.
- c. 48°20.1'N, 141°28.0'E.
- d. 48°20.1'N, 141°15.0'E.

Approach to Bukhta Grossevicha

Area No. 135

- a. 48°00.0'N, 140°49.0'E.
- b. 48°00.0'N, 141°04.0'E.
- c. 47°50.0'N, 141°04.0'E.
- d. 47°50.0'N, 140°49.0'E.

Area No. 132

- a. 46°05.00'N, 144°08.00'E.
- b. 46°05.00'N, 144°15.00'E.
- c. 46°00.00'N, 144°15.00'E.
- d. 46°00.00'N, 144°08.00'E.

Approach to Zaliv Vladimira

Area No. 136

- a. 43°51.0'N, 135°46.0'E.
- b. 43°51.0'N, 135°54.0'E.
- c. 43°46.0'N, 135°54.0'E.
- d. 43°46.0'N, 135°46.0'E.

Approach to Mys Nizmennyy

Area No. 137

- a. 43°30.0'N, 135°27.0'E.
- b. 43°30.0'N, 135°30.0'E.
- c. 43°28.0'N, 135°30.0'E.
- d. 43°28.0'N, 135°27.0'E.

Approach to Zaliv Nakhodka

Area No. 138

- a. 42°29.5'N, 132°59.0'E.
- b. 42°29.5'N, 133°06.0'E.
- c. 42°18.0'N, 133°06.0'E.
- d. 42°18.0'N, 132°59.0'E.

Danger Areas

Regulated Areas

Regulated areas include all areas where navigation, fishing, or anchoring is prohibited or restricted. Regulated areas also include areas designated by the Russian authorities as temporarily dangerous for navigation. As these prohibitions are

for an indefinite period, they are described below as prohibited areas.

Areas where navigation is periodically prohibited that lie within Russian territorial waters; radio warnings are given by PRIP of the date on which such an area becomes prohibited for navigation.

Areas periodically declared dangerous for navigation which may also include various firing, danger, and exercise areas, that lie partly or wholly outside Russian territorial waters; radio warnings are also given by PRIP, of the date on which such an area becomes dangerous for navigation.

The limits of regulated areas are shown on Russian Federation Charts and the areas are listed in the handbooks for those vessels visiting Russian Federation ports.

This handbook is issued by the Russian Federation Ministry of Defense, Central Department of Navigation and Oceanography. Changes to the regulated areas are announced by NAVIM or NAVIP.

The Russian Federation authorities place responsibility on the ship's master for any violation of the limits of a regulated area.

Fortified Zones

Fortified Zones are those areas established by the Russian authorities where special control of navigation exists on a permanent basis.

Prior permission must be obtained to enter or leave such areas, and pilotage through them is compulsory.

Special regulations are in force in these zones, and the pilot's instructions concerning them must be strictly complied with.

Navigation through these zones in fog is normally prohibited.

The geographical positions which follow are those published in Russian Notices to Mariners and/or Russian publications and therefore relate to Russian Federation charts.

Mariners should not navigate near the limits of these areas, when activated, due to possible graduation differences between Russian and NIMA charts. Unless otherwise stated the area is bounded by the lines joining the indicated positions.

Areas Temporarily Prohibited for Navigation

Ostrov Tyuleny

Area No. 215

A circle of radius 12 miles centered at Ostrov Tyuleny 48°30.2'N, 144°47.6'E.

Ships of more than 1,000 tons carrying oil and/or dangerous cargoes, must avoid passing through the area bounded by the shoreline and the following positions:

- a. 48°46.5'N, 144°42.1'E.
 - b. 48°34.8'N, 145°16.9'E.
 - c. 48°14.7'N, 145°33.8'E.
 - d. 48°03.7'N, 145°18.9'E.
 - e. 48°18.2'N, 144°38.1'E.
- then E limit of area No. 215.
- f. 48°41.0'N, 144°29.9'E.
 - g. 48°46.0'N, 144°30.3'E.
 - h. 48°46.0'N, 144°39.2'E.

Bukhta Nakhodka

Area No. 291

- a. 42°49.08'N, 132°53.50'E.

- b. 42°49.05'N, 132°53.73'E.
- c. 42°48.98'N, 132°53.68'E.

Port Vladivostok, Bukhta Uliss

The area lying NE of a line joining:

- a. 43°04.64'N, 131°54.50'E.
- b. 43°04.57'N, 131°55.00'E.
- c. 43°04.37'N, 131°55.22'E.

Area No. 318

The area is bounded by the coastline and the arc of a circle with a radius of 100m from position 42°47'54"N, 132°52'51"E.

Area No. 342

Shoreline and the following positions:

- a. 42°47'38"N, 132°53'08"E.
- b. 42°47'42"N, 132°52'58"E.
- c. 42°47'45"N, 132°53'02"E.
- d. 42°47'40"N, 132°53'10"E.

Avachinskaya

Area No. 187

- a. 53°00.0'N, 159°45.0'E.
- b. 53°09.0'N, 159°45.0'E.
- c. 53°05.0'N, 159°58.0'E.
- d. 53°02.5'N, 159°58.0'E.

Area No. 188

- a. 52°57.5'N, 159°27.0'E.
- b. 53°02.5'N, 159°27.0'E.
- c. 53°05.0'N, 159°38.0'E.

Several areas are prohibited for anchoring, fishing, underwater and dredging operations, trawling, underwater explosions, and proceeding with anchor and chain walked out.

East of Bukhta Serebryanka

Area No. 87

- a. 45°02.5'N, 136°41.1'E.
- b. 45°03.8'N, 136°43.6'E.
- c. 45°02.8'N, 136°44.9'E.
- d. 45°01.6'N, 136°42.4'E.
- e. 44°58.9'N, 136°41.4'E.
- f. 44°59.7'N, 136°39.3'E.
- g. 45°01.5'N, 136°40.7'E.
- h. 45°02.2'N, 136°40.0'E.

Approach to Kholmsk

Area No. 281

The area is bounded by a circle with a radius of 0.3 mile centered at 47°03.9'N, 142°00.0'E.

The area is used for swinging seagoing vessels before they enter the port of Kholmsk.

Approach to Uglegorsk

Area No. 81

The shoreline and the following positions:

- a. 49°04.2'N, 142°01.6'E.
- b. 49°05.2'N, 141°54.6'E.
- c. 49°02.6'N, 141°54.8'E.
- d. 49°03.6'N, 142°01.6'E.

Approach to Zaliv Sovetskaya Gavan**Area No. 80**

The shoreline and the following positions:

- a. 49°03.98'N, 140°19.24'E.
- b. 49°05.00'N, 140°22.40'E.
- c. 49°07.90'N, 140°23.65'E.
- d. 49°07.90'N, 140°24.70'E.
- e. 49°05.10'N, 140°24.00'E.
- f. 49°05.10'N, 140°27.30'E.
- g. 48°58.58'N, 140°27.00'E.
- h. 48°56.70'N, 140°26.70'E.
- i. 48°43.00'N, 140°21.00'E.
- j. 48°43.75'N, 140°17.75'E.
- k. 48°59.65'N, 140°24.90'E.
- l. 49°02.75'N, 140°23.75'E.
- m. 49°03.20'N, 140°19.91'E.

Approach to Mys Mayachnyy**Area No. 86**

- a. 45°28.2'N, 137°14.2'E.
- b. 45°27.4'N, 137°18.2'E.
- c. 45°26.5'N, 137°19.4'E.
- d. 45°18.4'N, 137°07.8'E.
- e. 45°19.3'N, 137°06.6'E.
- f. 45°25.3'N, 137°15.1'E.
- g. 45°27.8'N, 137°13.2'E.

Approach to Zaliv Nakhodka**Area No. 99-A**

- a. 42°49.92'N, 132°20.85'E.
- b. 42°47.40'N, 132°22.40'E.
- c. 42°45.50'N, 132°26.00'E.
- d. 42°44.95'N, 132°26.95'E.
- e. 42°43.55'N, 132°30.50'E.
- f. 42°42.86'N, 132°31.70'E.
- g. 42°42.95'N, 132°40.93'E.
- h. 42°42.90'N, 132°48.50'E.
- i. 42°43.10'N, 132°50.50'E.
- j. 42°42.91'N, 132°51.83'E.
- k. 42°42.97'N, 132°55.33'E.
- l. 42°42.80'N, 132°55.00'E.
- m. 42°42.43'N, 132°55.00'E.
- n. 42°42.40'N, 132°50.60'E.
- o. 42°42.34'N, 132°48.50'E.
- p. 42°42.37'N, 132°31.50'E.
- q. 42°43.00'N, 132°30.20'E.
- r. 42°44.50'N, 132°26.50'E.
- s. 42°45.28'N, 132°25.44'E.
- t. 42°47.05'N, 132°21.84'E.
- u. 42°48.70'N, 132°20.85'E.

Zaliv Nakhodka**Area No. 98**

The shoreline and the following positions:

- a. 42°45.03'N, 132°52.32'E.
- b. 42°44.34'N, 133°01.02'E.
- c. 42°43.98'N, 133°01.38'E.
- d. 42°43.48'N, 133°00.80'E.
- e. 42°43'56"N, 132°58.80'E.
- f. 42°42.71'N, 132°58.85'E.
- g. 42°42.20'N, 133°00.55'E.

- h. 42°40.70'N, 133°02.81'E.
- i. 42°39.80'N, 133°02.81'E.
- j. 42°39.80'N, 132°55.00'E.
- k. 42°42.80'N, 132°55.00'E.
- l. 42°43.57'N, 132°56.47'E.
- m. 42°44.35'N, 132°52.33'E.

Approach to Zaliv Nakhodka**Area No. 94**

- a. 42°40.0'N, 132°52.0'E.
- b. 42°40.0'N, 133°04.0'E.
- c. 42°35.5'N, 133°04.0'E.
- d. 42°35.5'N, 132°52.0'E.

Approach to Zaliv Nakhodka**Area No. 313**

The shoreline and the following positions:

- a. 42°41.0'N, 133°05.4'E.
- b. 42°37.2'N, 133°06.0'E.
- c. 42°32.0'N, 133°00.0'E.
- d. 42°32.0'N, 132°41.8'E.
- e. 42°37.6'N, 132°39.6'E.
- f. 42°41.9'N, 133°00.8'E.

Proliv Nevel'skogo**Area No. 71**

The area is between Mys Lazareva and Mys Pogibi and is bounded by the coast and lines connecting the following positions:

- a. 52°14.22'N, 141°31.40'E.
- b. 52°14.40'N, 141°32.55'E.
- c. 52°14.20'N, 141°39.10'E.
- d. 52°11.98'N, 141°40.00'E.
- e. 52°10.58'N, 141°31.70'E.

Anadyrskiy Zaliv**Area No. 41**

- a. 62°28'N, 179°40'W.
- b. 63°04'N, 179°52'W.
- c. 63°39'N, 179°35'E.
- d. 63°39'N, 180°00'W.
- e. 63°58'N, 180°00'W.
- f. 63°58'N, 178°30'W.
- g. 64°17'N, 178°30'W.
- h. 64°17'N, 176°30'W.
- i. 64°50'N, 176°30'W.
- j. 64°15'N, 174°34'W.
- k. 64°00'N, 174°34'W.
- l. 63°55'N, 174°50'W.

Areas Temporarily Dangerous for Navigation**Sea of Okhotsk****Area No. 42**

- a. 47°24'N, 143°29'E.
- b. 47°54'N, 143°03'E.
- c. 48°00'N, 144°24'E.
- d. 47°39'N, 144°21'E.

East of Ostrov Sakhalin**Area No. 20**

- a. 50°32'N, 144°00'E.
- b. 48°55'N, 144°42'E.
- c. 48°42'N, 145°09'E.
- d. 48°42'N, 145°27'E.
- e. 49°00'N, 145°27'E.
- f. 50°00'N, 144°47'E.
- g. 50°32'N, 144°35'E.

Area No. 19

A circle of radius 5 miles centered at 52°31'N, 143°40'E.

Area No. 17

- a. 52°58'N, 144°07'E.
- b. 53°15'N, 144°07'E.
- c. 53°15'N, 144°44'E.
- d. 52°58'N, 144°44'E.

East and NE of Mys Menaputsky**Area No. 266**

- a. 46°26.2'N, 143°34.3'E.
- b. 46°37.0'N, 143°47.0'E.
- c. 46°22.2'N, 143°51.0'E.
- d. 46°22.9'N, 143°37.2'E.

Southwest of Mys Uandi**Area No. 44**

A circle of radius 0.5 mile centered at 51°24.8'N, 142°02.1'E.

Several areas are temporarily dangerous for anchoring, fishing, underwater and dredging operations, trawling, underwater explosions, and proceeding with anchor and chain walked out.

Ostrov Sakhalin, Zaliv Aniva**Area No. 72-B**

- a. 46°05.5'N, 142°27.5'E.
- b. 46°05.5'N, 142°32.5'E.
- c. 46°00.5'N, 142°32.5'E.
- d. 46°00.5'N, 142°27.5'E.

Avachinskiy Zaliv**Area No. 67-B**

- a. 53°06.25'N, 160°00.00'E.
- b. 53°05.75'N, 160°02.00'E.
- c. 53°05.75'N, 160°35.00'E.
- d. 52°30.00'N, 160°35.00'E.
- e. 52°30.00'N, 160°00.00'E.
- f. 52°45.00'N, 160°00.00'E.
- g. 52°45.00'N, 159°45.00'E.
- h. 52°59.60'N, 159°45.00'E.
- i. 53°01.30'N, 160°00.00'E.

Area No. 67-D

- a. 52°55.10'N, 159°08.80'E.
- b. 52°55.10'N, 159°25.00'E.
- c. 52°45.80'N, 159°25.00'E.
- d. 52°45.80'N, 159°08.80'E.

Government

The Russian Soviet Federative Socialist Republic (RSFSR) adopted a constitution in April 1978. In June 1990, the RSFSR adopted a declaration of republican sovereignty and became a founding member of the Commonwealth of Independent States (CIS). In addition, it adopted the name "Russian Federation."

The Soviet Union was dissolved on August 24, 1991.

A constitution was adopted on December 12, 1993.

According to this constitution, Russia is a democratic, federal, legally-based state with a republican form of government.

The capitol is Moscow.

Holidays

The following holidays are observed:

- 1 January (New Year's Day)
- 7 January (Russian Orthodox Christmas)
- 8 March (International Women's Day)
- 1 and 2 May (Spring and Labor Holiday)
- 9 May (Victory Day)
- 12 June (Independence Day)
- 22 August (Day of the Russian Federation State Flag)
- 7 November (Day of Accord and Conciliation)
- 12 December (Constitution Day)

Ice

Navigation is restricted or terminated by ice in the Sea of Okhotsk and the N part of the Tatar Strait, from approximately November to May. Icebreaker assistance is normally required within 50 miles of land during this period, and during severe winters ports in this area may be closed or ice-bound.

Russian icebreakers are maintained to assist vessels in the navigation of territorial waters during the ice season. The movements and positions of the icebreakers are reported daily by radio.

These rules have been extracted from Russian Notices to Mariners:

1. The request for convoying vessels through the ice shall be made in port to the Captain of the Port, and at sea to the Master of the icebreaker.

2. A vessel to be convoyed should carry, within the limits of the requirements of good seamanship, a supply of fuel and provisions, wooden fenders, quick-setting cement, patches, mats, and the like, sufficient for the passage. The vessel's pumps should be in good working condition and the vessel should be equipped with a properly functioning radio receiver.

If these conditions cannot be met, and, in addition, if the vessel has not been certified by governmental agencies or classification societies as being fit to put to sea, or if such certification is overdue, the Captain of the Port or the Master of the icebreaker, if the icebreaker is outside the port limits, has the right to refuse the request to take the vessel to sea or to bring it into port.

3. Any vessel in need of an icebreaker convoy shall await the arrival of the icebreaker.

4. The time, and the sequence in which vessels will proceed through the ice, as well as the number of vessels to

be convoyed simultaneously, shall be determined in port by the Captain of the Port, and at sea by the Master of the icebreaker.

5. Masters of vessels following icebreakers through the ice shall be subordinate to orders issued by the Master of the icebreaker in so far as they pertain to movement in the ice, and shall act in conformity with such orders. Masters of vessels shall, by their actions, assist the Master of the icebreaker so that passage through the ice area may be made together as rapidly and safely as possible.

6. Vessels following icebreakers shall not overtake each other.

7. Vessels following icebreakers shall be prepared for immediate full astern operation. When the vessel begins to back, the rudder shall be in the "Amidships" position.

8. Vessels proceeding through the ice in tow of an icebreaker shall not operate their engines in the ahead direction without special orders from the Master of the icebreaker in each individual case. Vessels shall be constantly alert to drop the tow immediately when ordered to do so by the master of the icebreaker, as well as ready to make full speed astern.

9. The first vessels to be convoyed shall be naval vessels, mail-passenger vessels, and vessels carrying cargo that has been designated as priority. These shall be followed by all remaining vessels in their order of arrival at the edge of the ice, or readiness to leave port.

10. Vessels following an icebreaker and suffering damage shall hoist the distress signal prescribed by the International Rules of the Road.

A vessel suffering damage of any kind in the ice, or springing a leak, shall take immediate steps to repair the damage, and shall, simultaneously, report such damage to the master of the icebreaker by radio or other means of communication.

11. Vessels following an icebreaker through the ice shall be guided by the International Code of Signals. Vessels shall comply immediately with these signals when made by the icebreaker.

12. In the event the master of a vessel being convoyed by an icebreaker fails to comply with the orders issued by the master of the icebreaker, the latter has the right to refuse further convoy until his orders are complied with.

13. Neither the icebreaker, the owner of the icebreaker, nor the charterer shall bear any property responsibility for damage, or for other losses that could be sustained by a ship under convoy during, and as a consequence of its being convoyed through the ice, or as a result of maneuvers while under such convoy.

14. Merchant vessels of all flags are free of all charges for using the services of port icebreakers to convoy them from the edge of the ice into port to the berth, and from the port to sea, as well as for towing during convoy if such towing is deemed necessary by the master of the icebreaker.

The tariffs for the operation of icebreakers in the Arctic, and in the non-Arctic seas that freeze during the winter navigation period shall be paid at the per ton rate by the shipper or receiver, for each ton of cargo, depending on the conditions of the sales contract, as shall the rate for conveying vessels other than those belonging to the Ministry

of the Merchant Marine in Arctic waters, levied with established procedure.

The shifting of berths required in connection with cargo handling operations, as well as bunkering, docking, and the like, shall be paid for separately.

15. Any vessel using an icebreaker to convoy it through the ice, by such action consents to placing itself under the provisions of these rules.

16. The Master of a vessel following an icebreaker shall do his own dead-reckoning and keep a running fix of his vessel's position. Upon completion of the convoy through the ice he shall compare his position coordinates with those of the icebreaker.

Industries

The main industries are based on oil, gas, chemicals and metals, mining, machine building, road and transportation equipment, communication equipment, medical and scientific instruments, and consumer durables.

Languages

The official language of Russia is Russian.

Mined Areas

The following areas, some formerly published in CHINPACS, are declared dangerous due to mines laid during World War II and the Korean War. Due to the elapse of time, the risk in these areas to surface navigation, is now considered no more dangerous than the ordinary risk of navigation.

However, a very real risk still exists with regard to anchoring, fishing, or any form of submarine or seabed activity.

The geographical positions listed are from the Russian Notice to Mariners and relate to Russian Federation Charts.

Russian Area No. 1, enclosed by the line, joining the indicated positions, is dangerous due to mines.

Zaliv Sakhalinskiy

Russian Area No. 1

- a. 53°28.4'N, 141°29.7'E.
- b. 53°29.9'N, 141°29.9'E.
- c. 53°29.9'N, 141°36.4'E.
- d. 53°26.7'N, 141°36.3'E.
- e. 53°26.5'N, 141°34.5'E.

Former Mine Danger Areas

The following areas, enclosed by the lines, joining the indicated positions, are open to navigation by surface vessels only. Anchoring and trawling are prohibited.

Avachinskaya Guba

Russian Area No. 2

- a. 52°36.5'N, 158°36.0'E.
- b. 52°41.6'N, 158°39.2'E.
- c. 52°44.9'N, 158°37.8'E.
- d. 52°58.9'N, 158°55.7'E.
- e. 53°00.7'N, 158°59.7'E.
- f. 52°58.8'N, 159°18.4'E.
- g. 52°40.5'N, 158°43.6'E.

h. 52°37.8'N, 158°40.6'E.

Zaliv Tartary

Russian Area No. 6

- a. 50°31.1'N, 142°03.2'E.
- b. 50°51.2'N, 140°49.5'E.
- c. 50°46.1'N, 140°39.6'E.
- d. 50°39.0'N, 140°39.6'E.
- e. 50°20.0'N, 142°01.0'E.
- f. 50°23.9'N, 142°07.7'E.

Sovetskaya

Russian Area No. 7

- a. 48°40.0'N, 140°20.5'E.
- b. 48°44.2'N, 140°20.0'E.
- c. 48°58.6'N, 140°27.0'E.
- d. 49°15.4'N, 140°27.7'E.
- e. 49°23.6'N, 140°32.2'E.
- f. 49°20.0'N, 140°39.9'E.
- g. 49°10.0'N, 140°45.9'E.
- h. 48°40.0'N, 140°40.0'E.

Zaliv Ol'gi and Zaliv Vladimira

Russian Area No. 8

- a. 43°28.7'N, 135°11.0'E.
- b. 43°37.5'N, 135°16.9'E.
- c. 43°44.4'N, 135°28.0'E.
- d. 43°50.2'N, 135°33.9'E.
- e. 43°56.5'N, 135°34.8'E.
- f. 44°01.2'N, 135°42.2'E.
- g. 44°00.0'N, 135°48.3'E.
- h. 43°42.1'N, 135°38.0'E.
- i. 43°30.0'N, 135°20.2'E.

Zaliv Petr Velikiy

Russian Area No. 9

- a. 42°31.4'N, 130°52.2'E.
- b. 42°32.0'N, 131°15.0'E.
- c. 42°44.2'N, 131°38.5'E.
- d. 42°46.4'N, 131°54.8'E.
- e. 42°43.1'N, 132°03.8'E.
- f. 42°40.0'N, 132°18.4'E.
- g. 42°40.0'N, 132°30.0'E.
- h. 42°38.3'N, 133°03.5'E.
- i. 42°42.0'N, 133°20.5'E.
- j. 42°46.6'N, 133°33.0'E.
- k. 42°47.4'N, 133°47.5'E.
- l. 42°52.1'N, 134°00.6'E.
- m. 42°58.3'N, 134°11.0'E.
- n. 42°42.2'N, 134°11.0'E.
- o. 42°25.3'N, 132°30.0'E.
- p. 42°19.4'N, 131°25.0'E.
- q. 42°18.0'N, 130°41.8'E.

Zaliv Sakhalinskiy

Russian Area No. 4

- a. 53°31.6'N, 141°01.3'E.
- b. 53°38.3'N, 141°07.0'E.
- c. 53°33.5'N, 141°36.4'E.
- d. 53°29.9'N, 141°36.4'E.

e. 53°29.9'N, 141°29.9'E.

f. 53°28.4'N, 141°29.7'E.

g. 53°26.5'N, 141°34.5'E.

h. 53°25.7'N, 141°21.3'E.

Vessels must have an underkeel clearance of at least 3m at LW.

La Perouse Strait

Russian Area No. 5

- a. 46°05.4'N, 142°12.0'E.
- b. 46°02.6'N, 142°15.3'E.
- c. 45°47.6'N, 142°17.2'E.
- d. 45°20.3'N, 142°10.2'E.
- e. 45°25.0'N, 141°38.4'E.
- f. 45°47.6'N, 141°46.6'E.
- g. 46°08.1'N, 141°41.1'E.
- h. 46°09.4'N, 141°55.2'E.

Pilotage

Pilotage is compulsory for entry to and departure from, all Russian ports, and for mooring and casting off. Pilots should be ordered through the agency INFLOT 12 hours in advance and confirmed 4 hours prior to arrival, unless otherwise stated by individual port. The telegraphic address for INFLOT is "INFLOT followed by the name of the Russian port."

Vessels should send ETA to the INFLOT 12 days, 96 hours and 12 hours in advance. Oil, gas, and chemical tankers should however, confirm their ETA 14 days, 72 hours, and 12 hours before arrival.

In addition, masters must indicate that the vessel has certification guaranteeing civil responsibility for damage from oil pollution.

Information that is required by the port authority includes name and flag of vessel, port of departure, vessel's draft at bow and stern, cargo capacity of vessel, volume of hold measurements, name and quantity of cargo and its distribution by hold (for tankers, in addition, indicate type and disposition of ballast), and requirements from port services.

Information concerning a vessel's sanitation state must be reported in accordance with current sanitation, veterinary, and quarantine regulations.

A vessel's arrival in port must be registered directly with the port authority or with a representative of the Transport Fleet Maintenance Service, within the first 6 hours in port for completing sanitation, quarantine, customs, and border formalities.

On sailing, the port authority must be informed of intended departure at least 6 hours in advance; during a short term anchorage (less than 6 hours) at least 2 hours notice is required.

Pilotage is compulsory for all vessels that enter or leave the Russian sea and river ports, as well as when mooring, unmooring, and shifting berths in the harbor. Pilotage requirements are uniform for all foreign flag vessels but come under the purview of local pilotage laws. Pilotage requirements may therefore vary from port to port.

In the majority of ports, entry and departure of vessels take place around the clock. In some ports pilotage is carried out with the aid of tugs. In others, shore radar and radio direction-finding stations are used.

Regulations

Access to Russian ports by any foreign vessel is subject to compliance with applicable laws and regulations of the government of Russia, the governments of the respective Russian Republics, and local municipal and port authorities in the areas wherein they have their jurisdiction.

The following are excerpts of "Regulations and Procedures for Vessels Navigating within Russian Waters."

Economic Zone

Russia claims an economic zone, extending 200 miles seaward from the limits of its territorial sea.

Within the economic zone, the Government of Russia issues regulations in connection with and for the control of exploitation and conservation of resources found on or below the sea bed and in the waters above it, including anadromous fish, marine scientific research, pollution of the marine environment, and freedom of passage for ships and aircraft through the economic zone.

Fishing of anadromous types of fish is permitted only as a result of inter-governmental agreement.

Regulations exist for the inspection of vessels suspected of causing pollution and penalties for infringement exist.

Territorial Waters

Foreign nonmilitary vessels enjoy the right of innocent passage through Russian territorial waters in accordance with Russian laws and international treaties; innocent passage is effected by crossing them without entering Russian internal waters, or by passing through them enroute to or from Russian ports open to foreign vessels.

While effecting innocent passage, vessels must follow the customary navigational course, or course recommended through sea corridors, or be in accordance with traffic separation schemes.

The master of a foreign nonmilitary vessel which has violated the rules of innocent passage is accountable under Russian legislation.

All foreign vessels when within territorial waters or internal waters of Russia must observe radio communication, and navigational, port, customs, sanitary, and other regulations.

In the event of an emergency entry into territorial waters, or emergency nonobservance of rules for navigation and stay in these waters, foreign vessels must immediately notify the nearest Russian port authority.

Internal Waters

Proposals to visit Russian ports should be forwarded through the Russian Ministry of Foreign Affairs not less than 30 days prior to the suggested visit.

This rule does not apply to warships on which heads of governments or heads of state are embarked, nor to ships accompanying them.

Ships whose approach is necessitated by foul weather or engine failure which threatens the safety of the ship must inform the nearest port of the reason for entry, and, if possible, go to a recognized port open to foreign merchant vessels, or to a point indicated by the vessel sent to aid or meet it.

Foreign naval vessels intending to enter waters of Russia or visit Russian ports should obtain a copy of "Regulations for

Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of Russia or visiting Russian Ports."

These regulations are published as a Russian Annual Notice to Mariners.

Special Warning Services

It may at times be necessary to prohibit entry of ships into certain Russian territorial waters and under these conditions a special warning service consisting of special warships, guardships, examination vessels, or coast guard stations will be established.

Mariners are cautioned on approaching such waters to maintain a good lookout for these vessels which will show by day, a blue triangular flag; and by night, three blue lights, vertically disposed.

Should any vessel approach an area where entry to or navigation within is prohibited, the patrol vessel, guardship, or coastguard station shall in addition to the above signals, show by day, three red balls, vertically disposed; and by night three red lights, vertically disposed.

The above information is not to be construed to mean every restricted area will be guarded, and vessels proceeding into these waters should have on board the latest available information pertaining to navigation off the coastal areas of Russia.

Vessels of the Russian Police Department wishing to stop vessels will hoist, by day, the relevant signal in the International Code of Signals; and by night, two green lights, disposed vertically above the masthead light. Should entry or navigation into a given area be unrestricted and no special signal or instruction regarding further movements been made or given by the guardship or coastguard station, an incoming vessel is free to proceed to her destination, but she must observe such regulations as may already have been promulgated.

Should Russian naval vessels be present in any restricted area, and should no special regulations concerning navigation with it have been issued, then approaching vessels must not pass between such naval vessels.

Warning Signals

Foreign naval vessels intending to enter waters of Russia or visit Russian ports should obtain a copy of "Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of Russia or Visiting Russian Ports." These regulations are published as a Russian Annual Notice to Mariners.

The following signal is used to warn foreign submarines which are submerged. It consists of a series of three explosions at one minute intervals, followed after an interval of 3 minutes by a second series of three explosions.

This signal means that you have entered the territorial waters of Russia. Come to the surface immediately. If you do not surface you will be fired upon.

An acoustic signal by sonar may be given simultaneously, with the same meaning as above. The signal will consist of five dashes, each dash 3 seconds long, with the interval between dashes being 3 seconds.

Pollution

Russian regulations prohibit, under severe penalties, discharge within the economic zone of Russia of oil, oil products, and any other substance or refuse injurious to human health or to the living resources of the sea. Failure to inform the nearest Russian authority of accidental or emergency discharge in the territorial and internal waters of Russia or failure to note the occurrence carries severe penalties.

Russian merchant vessels and civil aircraft are instructed to inform Russian authorities of witnessed infringements of the Russian regulations and of the international regulations.

Within the territorial and internal waters of Russia vessels suspected of infringing the regulations are liable to be stopped, boarded, and inspected.

If an infringement has taken place within those waters the vessel is liable to be detained.

Restricted Areas

Submarine Cables and Pipelines

Protection zones have been established extending 100m on each side of all pipelines in Russian waters.

Anchoring, trailing an anchor, trawling, dredging, or any operation which could endanger a pipeline is prohibited within these zones. The same restrictions apply within 0.25 mile on each side of the seabed cables.

Because of insufficient information, it is not possible to ensure that NIMA charts and publications, covering the coasts of Russia and adjacent waters, are up to date concerning new dangers or changes to navigational aids or warnings and mariners are therefore cautioned to exercise additional care when navigating these waters.

Search and Rescue

An emergency rescue service is available for those who are shipwrecked, as well as for salvage and towing into ports of refuge, to vessels of all nations. Requests for assistance are received by radio on frequencies allotted for distress signals, or through INFLOT agencies. The Russian Sea Rescue Center for the Baltic is reported to be located at Klaipeda.

Emergency Search and Rescue operations in the territorial waters of Russia are normally carried out by Russian rescue units, however vessels whose Governments have an international agreement with the Government of Russia will, in exceptional circumstances, be given permission to participate in rescue operations in these waters.

Vessels whose governments are not party to such an agreement must make application, through their national rescue coordination center to the Russian Rescue Coordination Center in the area in which they intend to operate.

When inside the territorial waters of Russia only those ports or anchorages designated as "open" or those points specifically designated by the area's Russian Rescue Coordination Center may be used.

Signals

Survey Vessels

Russian vessels, engaged in survey operations, display a blue pennant having a white disc bearing the figure of a lighthouse.

Fishing Vessels

Mariners are cautioned that, in certain waters of the Baltic Sea and Gulf of Finland, Russian fishing vessels may be encountered at night, showing lights additional to those described in the International Rules of the Road.

These lights are white, red, green, and blue. The brightest being a red light with a visibility of at least 1 mile; the remaining lights have a visibility of not less than 750m.

Mariners are advised on sighting these fishing vessels, to give them a berth of not less than 2 miles.

Lightships Not on Station

A lightship, not on station, that has broken loose from its anchor shall hoist by day, two large black balls, one in the bow, the other in the stern; by night, two red lights, one in the bow, the other in the stern.

Red flags shall be displayed in place of the black balls if circumstances are such that the above daytime signals cannot be used, or if the signals are the distinguishing signals for that particular lightship.

The lightship that has broken loose from its anchor shall, in addition to the above, take the following precautions: By day, hoist the signal "LO" of the International Code of Signals, meaning "I am not in my charted position." By night, burn red and white pyrotechnic lights simultaneously at least once every 15 minutes.

If circumstances are such that pyrotechnics cannot be used, the red and white pyrotechnics shall be replaced by simultaneously showing a red and a white light.

Warning Signals

Foreign naval vessels intending to enter waters of Russia or visit Russian ports should obtain a copy of "Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of Russia or Visiting Russian Ports." These regulations are published as a Russian Annual Notice to mariners.

The following signal is used to warn foreign submarines which are submerged. It consists of a series of three explosions at 1 minute intervals, followed after an interval of 3 minutes by a second series of three explosions.

This signal means that you have entered Russian territorial waters. Come to the surface immediately. If you do not surface you will be fired upon.

An acoustic signal by sonar may be given simultaneously, with the same meaning as above. The signal will consist of five dashes, each dash 3 seconds long, with the interval between dashes being 3 seconds.

Submarine Operating Areas

Warships of the Navy of Russia escorting submarines will, for purposes of warning vessels of the presence of submarines in a particular sea area, hoist the flag signal "NE 2" of the International Code of Signals, meaning "You should proceed with particular caution because submarine exercises are in progress in this area."

Warships of Russia shall, if possible, also transmit the fact by radio in plain language on the established international frequency, 500 kHz.

During darkness, specially assigned warships shall warn approaching vessels of the presence of submarines by using for the purpose, all communication means available to them.

Approaching vessels shall set their courses so as not to interfere with the movements of the warships displaying the signals indicated, and shall ensure that warships have adequate room in which to maneuver.

If, for whatever reason, a vessel is unable to meet these requirements, such vessel should reduce speed to as slow as possible until such time as the danger area has been transmitted to it, or until such time as instructions as to a safe course are received.

The vessel shall, at the same time, keep a sharp lookout for submarines, the presence of which can be detected only if they are at a depth where the periscope, snorkel, parabolic radar antenna, or DF loop is visible.

All these devices can be mistaken for the brooms used as topmarks, logs, and other floating objects, because of their external appearance. However, if they are in fact extendible devices of a submarine they usually will leave a wake.

A submarine, moreover, sometimes can be detected because of air bubbles coming to the surface, or because of a red and white float or buoy, towed astern and visible on the surface.

A surfaced submarine can be detected at night by its running lights, and by the fixed white lights of emergency signal buoys which can be lighted by the submarine, in good time, while it still is submerged. In some cases the presence of a submarine in the area can be made known by its submerged firing of signal cartridges which form a colored smoke in the daytime, and by a similarly colored flare at night.

A vessel observing the extendible devices of a submarine, a towed float or buoy, the fact of running lights showing as well as the fixed white lights of emergency signal buoys, or the firing of signal cartridges shall sheer off immediately so as to leave them astern, or back down or stop its engine, so as to pass clear of the submarine at a safe distance.

Mariners should, however, be aware of the fact that surface warships do not always escort submarines engaged in exercises or making passage.

Sunken Submarines

When a Russian submarine is in distress and cannot surface it can indicate its position by releasing, to the surface, an emergency signal buoy, fuel or lubricating oil, or air bubbles.

Submarines of the Navy of Russia are fitted with two emergency signal buoys; one in the bow, the other in the stern.

The emergency signal buoys are shaped like a truncated cone with a flat bottom and a spherical upper part (the buoy can, in some cases, is shaped like an oblate spheroid). Buoy diameter is about 0.9 to 1.25m; height about 0.4 to 0.7m.

The body of the buoy rises about 0.4 to 0.6m above the surface. The buoy is red, with the upper part having three red sectors alternating with three white sectors. One of the white sectors carries a black H or a black K.

The letter H signifies that the buoy is the bow buoy, the letter K that the buoy is the stern buoy. The buoys are visible for about 2 miles.

A quick flashing white light (70 flashes per minute) visible for 5 miles, is shown from the center of the upper part of the buoy.

A mariner sighting evidence on the surface that a submarine is in distress shall, with the maximum accuracy, fix the position of an oil slick or of the appearance of air bubbles, and report this to the nearest Russian port authorities.

If an emergency signal buoy is spotted, the fact shall be reported immediately to the nearest Russian port, such report shall include the exact position of the buoy and time spotted, and communications shall be established with the submarine over the emergency signal buoy telephone.

To establish communications with the submarine, open the cover on the well in the buoy (by removing the wing nuts, or by backing off the nuts with a wrench), secure it, remove the handset from the rubber case, and call by pressing the button on the end of the rubber bulb.

Upon receiving a response, release the button and begin to talk. Now further action on the part of the mariner will depend entirely on the situation in which the submarine may be in and on the status of its crew.

Vessels, cutters, or boats should not tie up to an emergency signal buoy, nor lift it on board.

Russian Submarine Lights

The design features of submarines prevent them from fully complying with the provisions of Rules of the Road with respect to ships' lights.

The low position of the running lights, the small vertical spacing, and the closeness together of the masthead and side lights all work to give an incorrect idea of the length of the submarine, its exact course, and even more to the point, of changes in course. This is why submarine lights can be mistaken for those of a small vessel, or a cutter, moving at slow speed.

Mariners should always be aware of the special features of the placement of submarine lights, and take all precautionary measures necessary when passing submarines, particularly in fairways, in narrow waters, and in the entrances (exits) of bays and gulfs.

Submarines may carry one or two special identification lights for timely recognition when in restricted waters, and in areas in which traffic is heavy.

These are quick flashing (100 flashes per minute) orange lights visible all around the horizon, located in the submarines fore and aft plane.

One light is installed on top and in the middle of the conning tower, at least 1.5m above the masthead light. The other is on the stern of the submarine, or on a stabilizer.

All ships, upon seeing these lights, shall take immediate, decisive measures to pass the submarine at a safe distance.

Time Zone

Russia has several Time Zones. See Chart 76, Time Zone Chart of the World.

U.S. Embassy

The U.S. Embassy is situated at Novinskiy Bul'var 19/23, Moscow.

The mailing address is APO AE 09721.